Seventieth

ANNUAL REPORT

Year Ended December 31

1964

CENTRAL OF GEORGIA RAILWAY COMPANY

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CENTRAL OF GEORGIA RAILWAY COMPANY

SEVENTIETH

ANNUAL REPORT

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PRINCIPAL OFFICE ..... 227 West Broad Street, Savannah, Ga. 31401

WASHINGTON OFFICE..920 Fifteenth Street, N.W., Washington, D.C. 20005

NEW YORK OFFICE ..... 70 Pine Street, New York, N.Y. 10005

STOCK TRANSFER AGENT ..... Bankers Trust Company
16 Wall Street, New York, N.Y. 10015

REGISTRAR OF STOCK .... Morgan Guaranty Trust Company of New York
30 West Broadway, New York, N.Y. 10015

ANNUAL MEETING OF STOCKHOLDERS

Last Friday in April, at Savannah, Georgia

Board of Directors

CENTRAL OF GEORGIA RAILWAY COMPANY

JAMES M. BARRY	Retired Chairman of the Executive Committee, The Southern Company, Birmingham, Ala.
EARLE F. BIDEZ	Executive Vice President, Central of Georgia Railway Company, Savannah, Ga.
WINTON M. BLOUNT	President, Blount Brothers Corp., Montgomery, Ala.
FRANK E. BONE	Chairman of the Board, Oconee Clay Products Company, Milledgeville, Ga.
*D. W. BROSNAN	Chairman of the Board and Chief Executive Officer, Central of Georgia Railway Company; President, Southern Railway Company, Washington, D.C.
ERLE COCKE, SR.	Vice President-Staff, Central of Georgia Railway Company, Atlanta, Ga.
*WILLIAM E. DILLARD	President, Central of Georgia Railway Company, Savannah, Ga.
*R. E. FRANKLIN	Vice President-Operations, Southern Railway Company, Washington, D.C.
ROBERT W. GROVES	Chairman of the Board, Strachan Shipping Company, Savannah, Ga.
CHARLES C. HERTWIG	Retired Chairman of the Board, Bibb Manufacturing Company, Macon, Ga.
JULIAN T. HIGHTOWER	President, Thomaston Mills, Thomaston, Ga.
THOMAS M. JOHNSON	President, Johnson, Lane, Space, Smith & Co., Inc., Savannah, Ga.
*JOHN J. McDONOUGH	Chairman of the Board, Georgia Power Company, Atlanta, Ga.
JOHN B. MILLER	General Counsel, Central of Georgia Railway Company, Savannah, Ga.
WALTER C. SCOTT	Vice President & Secretary, Savannah Sugar Refining Corp., Savannah, Ga.
HUGH M. TARBUTTON	Vice President, Treasurer and Traffic Manager, Sandersville Railroad Company, Sandersville, Ga.
RICHARD TIFT	Care of Richard Tift Company, Albany, Ga.
ROBERT TRAIN	President, Bibb Manufacturing Company, Macon, Ga.
MARTIN L. TRESSEL	Vice President, Alcoa International, Inc., Pittsburgh, Pa.
*D. ABBOTT TURNER	Chairman of the Board, Columbus Bank & Trust Company, Columbus, Ga.
S. S. WILBANKS	Attorney, Wilbanks and Wilbanks, Alexander City, Ala.

*Member of Executive Committee

Officers

CENTRAL OF GEORGIA RAILWAY COMPANY

D. W. BROSNAN	Chairman of the Board and Chief Executive Officer, Washington, D.C.
WILLIAM E. DILLARD	President, Savannah, Ga.
EARLE F. BIDEZ	Executive Vice President, Savannah, Ga.
H. W. WATERS	Vice President-Operations, Savannah, Ga.
W. R. WILSON	Vice President-Traffic, Washington, D.C.
ROBERT S. HAMILTON	Vice President-Marketing and Research, Washington, D.C.
ERLE COCKE, SR.	Vice President-Staff, Atlanta, Ga.
ALLEN H. DOUGLAS	Vice President-Industrial Development, Atlanta, Ga.
JOHN B. MILLER	General Counsel, Savannah, Ga.
W. R. DIVINE	Comptroller, Washington, D.C.
J. J. MAHER	Secretary, New York, N.Y.
ROBERT H. SMITH	Treasurer, Washington, D.C.

TO THE STOCKHOLDERS OF
CENTRAL OF GEORGIA RAILWAY COMPANY

Revenues of the Central of Georgia during 1964 increased by $185,000 over the previous year whereas railway operating expenses including taxes increased by $3,099,000. This increase in operating expenses resulted in the Company showing a deficit, after all charges including contingent interest, of $46,000 compared with earnings of $358,000 in 1963.

The increase in expenses was largely due to the continued high level of maintenance expenditures necessary to reduce the critical accumulation of deferred maintenance of rail, structures and rolling stock. During the year rail relaying of most of the important Birmingham, Alabama-Columbus, Georgia line was done. This kind of work must be continued into the future to provide safe and dependable operations.

Due to the level of earnings and the necessity to conserve cash no dividend could be declared on the preferred stock with respect to the years 1960 through 1964. Therefore, the previous maximum accumulation of unpaid dividends of $15.00 per share remains on the preferred stock.

Industrial development in the territory served by Central of Georgia and Southern Railway System lines continued its upward trend during 1964. More than $76,000,000 was allocated during the year by industries located along the Central of Georgia for building new plants or expanding existing ones. Evidence points to another good year during 1965.

Industrial site-seekers are attracted to locations on our lines because of our policy of providing usable transportation at the lowest reasonable rates. This policy has a stimulating effect upon the whole economy of the Southeast. This has been particularly true of low grain rates which have turned the thinking and actions of farmers and investors toward building a great livestock industry in the Southeast. This is expected to add not less than a billion new dollars a year to the economy to circulate in the Southeast. This adds to the buying power of people in our region. Nor has the importance of this rate reduction been confined to the Southeast. There will be great added demand for grain grown in the Midwest, a

boon for farmers who have been troubled with the problem of surplus production while this country imports great quantities of meat fed on foreign-grown grains.

Congress has still not taken any action to permit greater competition in transportation by giving all common carriers freedom to set minimum rates without regulation for hauling bulk and agricultural commodities. Barges have this freedom on bulk traffic and highway trucks on agricultural commodities. Railroads are strictly regulated on both and should be relieved of this unnecessary burden. Our stockholders can help their Company and do a service for the people of their country by speaking out on every occasion in favor of less regulation and greater competitive freedom in transportation.

The Directors and your management gratefully acknowledge and thank our stockholders, customers and employees for their loyalty, understanding and help during 1964.

Sincerely,

D. W. Brosnan

CHAIRMAN OF THE BOARD

THE YEAR'S BUSINESS

The gross operating revenue was $45,021,000, an increase of $185,000, or 0.4%, as compared with 1963.

Freight revenue increased $225,000, or 0.5%. Revenue from passenger traffic decreased $84,000, or 6.5%. Mail revenue decreased $45,000, or 5.1%.

Railway operating expenses and taxes increased a net of $3,099,000, or 7.4%. The increase in expenses was largely due to separation pay under the Interstate Commerce Commission order in Southern Railway Company stock control of Central and to the increased rail program discussed later in this report.

Net income for the year, after all charges including contingent interest, showed a deficit of $46,000 compared with earnings of $358,000 in 1963.

CONTROL BY SOUTHERN RAILWAY

As reported in prior years, Southern Railway Company has now acquired over 96% of the combined shares of Central of Georgia pursuant to authority given by the ICC. Substantial savings have been accomplished from the consolidation of yard and shop operations and freight agencies, as well as consolidation of the accounting, corporate secretary, treasury, tax and other administrative functions with those of Southern. It is anticipated that further substantial savings will continue to flow from these consolidations. Meanwhile, these consolidations have resulted in improvement of service to the public.

The labor organizations have resorted to the courts in an effort to upset the conditions prescribed by the ICC for the protection of employees displaced or dismissed as a result of these consolidations. On December 7, 1964, the United States Supreme Court determined that the ICC must again consider the labor conditions which it has prescribed insofar as the Commission had failed to state whether Sections 4, 5 and 9 of the Washington Job Protection Agreement had or had not been included in its protective conditions. Sections 4 and 5 concern notice to and negotiation with the labor organizations as to the employees to be used in the consolidated facilities. Section 9 relates to lump sum settlements. The case is, therefore, again before the Interstate Commerce Commission for consideration on this narrow issue.

CAPITAL IMPROVEMENTS

As a vital step toward meeting the requirements of its patrons, the Central of Georgia purchased 14 new freight cars during 1964, at a cost of $520,000, purchased 19 auto racks for $129,000, and spent $2,286,000 to modernize 380 freight cars. The Savannah & Atlanta Railway Company acquired 4 new freight cars at a cost of $85,000 and at the end of 1964 had on order 11 new diesel locomotives costing approximately $2,356,000.

In its continuing program to upgrade its tracks and roadbeds and reduce the critical accumulation of deferred maintenance of rail, track and structures, Central of Georgia in 1964 laid approximately 18.5 miles of new rail and 81.8

miles of released rail, totaling 100.3 miles of welded rail. This compares with some 8 miles of new and 18½ miles of released rail laid in 1963. This program has already paid substantial dividends in the reduction in losses due to derailments and correspondingly has improved safety and service to our patrons. There is much yet to be done in this area.

In March of 1965, Central of Georgia Railway's first rail-highway transfer crane was opened for business at Savannah. Although Central already makes effective use of Southern Railway's transfer cranes at points served by both railroads, this is the first such installation made on the Central of Georgia. Any piggyback shipments loaded in the afternoon over the new crane facility now will be in Macon, Atlanta, Columbus or Birmingham the next day, and move to population centers in the East and Midwest on expedited schedules.

The new crane facility links Savannah with a network of 35 other such transfer cranes at points along Southern Railway System lines in 13 states in this "best of rail, best of road" combination.

STOCKHOLDER LITIGATION

On March 24, 1965, your Company was served with a summons and complaint in a suit filed in the United States District Court for the District of Columbia against it and your Board of Directors seeking to compel the declaration and payment of dividends on the preferred stock for the years 1960 to date, and for future years. Counsel advises that the dividend policy has been and is consistent with the law and business realities, including the poor condition of the physical property, and that the suit is without merit.

INDUSTRIAL DEVELOPMENT

The year witnessed further industrial gains along the Central of Georgia with more than $76,000,000 allocated by various industrial companies for 56 new and expanded plants, consisting of 10 new industries, 30 new warehousing facilities and 16 expansions of existing plants, employing about 1,200 persons.

The major new plants established or on which construction was under way at year's end include American Cryogenics at Savannah, Georgia, to produce industrial gases; Cox Newsprint, Inc., at Nixon, Georgia, newsprint; Mars, Inc., West Albany, Georgia, peanut processing; Olin Mathieson Chemical Corporation, Nixon, Georgia, chlorine-caustic soda; and Philadelphia Quartz Company, also at Nixon, sodium silicate.

Notable among the expansions are Continental Can Company's program at Nixon, Georgia, for increased production of pulp and paperboard, which is scheduled for completion in the spring of 1966; and added capacity of International Mineral & Chemical Corporation at Americus, Georgia, for the manufacture of fertilizer. Alabama Kraft Company is building a large plant for the manufacture of kraft paper on the line of Central of Georgia in Alabama in the

vicinity of Columbus, Georgia.

New facilities were located for the storage and distribution of building materials, fertilizer, grain, groceries and general merchandise.

MANAGEMENT CHANGES

Robert S. Hamilton was appointed Vice President—Marketing and Research, on August 10, 1964. Mr. Hamilton, a graduate of Illinois Institute of Technology in 1949, has held the same position with Southern since August, 1962. The function of this department is to research the transportation market, including distribution patterns for various commodities, so as to locate areas where sales can be increased, introducing new services, and improving old ones. Also, through incentive pricing, this department encourages greater use of rail transportation.

Allen H. Douglas was appointed Vice President—Industrial Development for Southern and Central, effective March 5, 1965, with headquarters at Atlanta, Georgia, succeeding the late Harrell L. Perkins who was long one of the South's best known and most effective industrial development leaders.

Mr. Douglas attended Duke University and the University of Georgia. He is President of the Southern Industrial Development Council, and is a member of the American Industrial Development Council and the Industrial Development Council of the Georgia State Chamber of Commerce.

Harrell L. Perkins (1904-1965)—Harrell L. Perkins, Vice President—Industrial Development for Southern Railway System and Central of Georgia Railway Company died March 2, 1965.

Mr. Perkins entered railroad service in 1919 with the Central, and became its Vice President—Industrial Development in 1949. In 1962, he became Vice President—Industrial Development for Southern. From March, 1964, until his untimely death, he was in charge of industrial development for both Southern and Central.

GRAIN RATES

To increase earnings and revenues and stimulate agri-business development in our area, over a period of several years Southern endeavored to put into effect and secure approval of its reduced 5-car rates on grain in "Big John" cars. These rates, originally scheduled to become effective in August, 1961, finally went into effect on May 11, 1963, after a long battle through a division of the Interstate Commerce Commission and the courts.

Subsequent to the rates becoming effective, however, the full Interstate Commerce Commission ordered the rates canceled without prejudice to the publication of similar rates on a 16 per cent higher level.

Southern sought to enjoin the effectiveness of the Commission's order and

on May 20, 1964, a three-judge Federal Court sitting in Cincinnati unanimously held that the Commission's order was invalid.

The Commission, the barge lines, and certain other protestants then appealed directly to the United States Supreme Court in an effort to overturn the decision of the District Court. On January 18, 1965, in an unsigned opinion, the Supreme Court ruled that the Commission must take another look at Southern's reduced rates. The Supreme Court in effect held that the Commission's order requiring increases in Southern's grain rates is unlawful and that the court below was correct in so holding. The Commission is now reconsidering the matter in the light of the Cincinnati court's opinion. Meanwhile, the reduced rates continue in effect.

AGRI-BUSINESS DEVELOPMENT

Low grain transportation costs initiated by Southern and put into effect on all Central of Georgia and Southern lines are beginning to show real impact upon the thinking and actions of agricultural leaders and farmers—and investors—toward building a great livestock industry in the Southeast. New feedlots for fattening both cattle and hogs have already been established, many more are in the planning stages, with a number of important ones expected to get under way this year. There are new feed mills as well and more are planned. Grain storage facilities in the area are also expected to be substantially increased in number and capacity. Experts from agricultural colleges have estimated that just satisfying the South's own present deficit in meat production will add at least a billion dollars a year to the agri-business economy of the region.

This important new source of money will stimulate a declining farm economy in the South and be of great advantage to the grain-surplus Midwest as well. Increased numbers of cattle grown in the grain-deficit Southeast will create enlarged markets for feed grain producers in other parts of the country. A rising tide of meat importation into the United States can be reversed as the South moves into large-scale cattle production. Livestock grown in the United States consumes grain grown in the United States. Imported meat has been fed on foreign-grown grain.

Central and Southern's Agri-Business Services department covers the entire range of agricultural activities in the territory of both lines. Its major task is that of finding ways in which the usefulness of Central of Georgia and Southern can be expanded to serve the needs of agriculture, thereby creating enlarged markets for our transportation services.

With the reduced grain rates and accelerated emphasis on agri-business development in the service territory of Central of Georgia, it is anticipated your Company will benefit substantially from the movement of grain and the location of grain consuming industries in its service territory.

COMPARATIVE STATEMENT OF INCOME AND RETAINED INCOME

	Year 1964	1963
Railway operating revenues:		
Freight	$41,638,904	$41,413,797
Passenger	1,211,081	1,295,885
Mail	845,382	890,384
Express	406,050	380,953
Other	920,426	855,219
Total	45,021,843	44,836,238
Railway operating expenses:		
Maintenance of way and structures	11,074,978	7,763,416
Maintenance of equipment	10,684,111	9,730,729
Traffic	1,979,995	2,085,360
Transportation	17,276,885	17,880,999
Other	4,767,450	3,521,591
Total	45,783,419	40,982,095
Federal income taxes — note 1	(3,712,000)	(2,070,000)
Taxes other than federal income	3,044,963	3,104,783
Equipment and joint facility rent expense	647,027	1,218,052
	45,763,409	43,234,930
Net railway operating income (loss)	(741,566)	1,601,308
Other income:		
Dividends from affiliates — note 3	1,949,825	186,000
Interest	98,081	205,075
Miscellaneous	786,768	524,389
	2,093,108	2,516,772
Miscellaneous deductions from income	43,939	186,132
	2,049,169	2,330,640
Interest and other fixed charges	1,531,025	1,405,626
Contingent interest	564,310	566,794
NET INCOME (LOSS) FOR YEAR	(46,166)	358,220
Retained income beginning of year	18,410,411	17,696,182
Add — Adjustment of preceding year's federal income taxes	460,374	356,009
Retained income end of year	$18,824,619	$18,410,411

COMPARATIVE BALANCE SHEET

	December 31 1964	December 31 1963
ASSETS		
Current assets:		
Cash	$ 2,731,342	$ 1,897,274
Marketable securities (at cost)	1,990,037	4,007,849
Accounts and other receivables — note 1	5,539,976	6,347,176
Materials and supplies (at average cost)	757,688	1,340,303
Other current assets	208,881	457,869
	11,227,924	14,050,471
Capital and other funds — note 2	1,024,865	252,059
Investments in affiliates — note 3	13,913,756	13,875,822
Road, structures and equipment net of accumulated depreciation — note 4	99,286,430	97,982,605
Other assets	1,154,806	1,918,991
Total assets	$126,607,781	$128,079,948
LIABILITIES AND SHAREHOLDERS' EQUITY		
Current liabilities:		
Accounts payable	$ 3,344,733	$ 3,575,696
Accrued expenses and other liabilities	3,377,743	4,239,739
Current liabilities excluding current portion of long-term debt	6,722,476	7,815,435
Current portion of long-term debt — note 8	3,095,820	3,192,729
Long-term debt — note 8:		
Funded debt	23,037,434	23,189,734
Equipment obligations	20,054,881	19,100,000
Amounts payable to affiliated company	2,934,500	2,934,500
Other liabilities	1,165,289	2,664,377
	57,010,400	58,896,775
Shareholders' equity:		
5% preferred stock, $100 par value — 230,000 shares authorized, 170,394 outstanding	17,039,400	17,039,400
Common stock, no par value — 500,000 shares authorized, 337,242 outstanding	33,724,200	33,724,200
Capital surplus	9,162	9,162
Retained income	18,824,619	18,410,411
	69,597,381	69,183,173
Total liabilities and shareholders' equity	$126,607,781	$128,079,948

NOTES TO FINANCIAL STATEMENTS

1. The Company is a party to an agreement between Southern Railway Company and certain of its affiliated companies in connection with filing consolidated federal income tax returns. This agreement provides, among other things, that the Company will contribute to the consolidated group the tax it would otherwise pay on a separate return basis after elimination of dividends among parties to this agreement. Should the Company contribute a loss to the consolidated return, it shall be paid an amount for the use of its loss equal to the reduction in the consolidated tax liability resulting from utilization of said loss. For the year 1964, it is anticipated that the benefit to the Company will be $3,712,000 under this agreement. This amount has been taken into consideration in computing net income for the year. The comparable amount for 1963 was $2,070,000. At December 31, 1964, $3,172,000 is included in accounts and other receivables on the balance sheet for these items.

   In accordance with Company policy and accounting procedures prescribed by the Interstate Commerce Commission, no accrual has been made for taxes that may be paid in later years resulting from use of different depreciation methods or rates for tax purposes from those used to compute net income. In computing the depreciation deduction for federal income tax purposes, the Company has elected to use the "guideline" lives established by the Internal Revenue Service in 1962 and, where appropriate, the declining balance method of depreciation. These and other similar items have the effect of increasing the amount to be received for use of the tax loss by approximately $702,000 for 1964. The comparable amount for 1963 was $425,000. The cumulative amount of benefit to the Company resulting from differing methods and rates of depreciation or amortization for tax and book purposes for all prior years and to December 31, 1964, approximates $10,576,000.

   At December 31, 1964, the Company had available unused net operating loss carryovers of $2,144,000, which can be used to reduce future taxable earnings of the Company. There is also $881,000 of unused investment credit available at the year end, which can be used to reduce future federal income taxes of the Company.

2. Capital and other funds at December 31, 1964, includes approximately $847,000 of unexpended proceeds from the July 15, 1964, conditional sales agreement held by an agent to be disbursed upon delivery of equipment.

3. At December 31, 1964, the Company's equity in subsidiary companies exceeded its investment therein. Its equity in earnings of these subsidiary companies amounts to $1,100,000 and $1,055,000 for 1964 and 1963 respectively.

4. At December 31, road, structures and equipment is comprised of the following:

	1964	1963
Road	$ 67,361,261	$ 67,237,060
Equipment	79,144,650	78,322,242
Other property	1,770,729	1,798,598
	148,276,640	147,357,900
Accumulated depreciation	48,990,210	49,375,295
Net properties	$ 99,286,430	$ 97,982,605

   Depreciation expense for the year 1964 was $3,256,000 and for 1963 $3,069,000. Accounting procedures prescribed by the Interstate Commerce Commission allow no depreciation on track structure. Current costs of renewals and maintenance of track structure charged to expense during 1964 were $1,600,000 greater than the comparable expense in 1963. Additions and betterments to track structure were capitalized.

5. Preferred stock dividends are cumulative for a period of three years. At December 31, 1964, three years have accumulated and such unpaid dividends amount to $2,555,910.

6. The Order of the Interstate Commerce Commission allowing acquisition of controlling interest in the Company by Southern Railway Company provides for protection to employees dismissed or displaced as a direct result of this acquisition, unless through some action or inaction of his own the employee forfeits his rights thereto. This protection is in the form of payments equivalent to the affected individual's average wages for a period prior to this transaction. Any amounts earned by the affected employee enter into the computation of amounts payable by the Company. The Company has made final lump-sum settlements with some of the employees covered by the protection provisions of the Order. During 1964, the Company made payments of approximately $1,100,000 under these provisions. This amount together with the deferred portion of similar payments made in 1963 resulted in a total charge against 1964 earnings of $2,100,000.

   The Company's interpretation of the employee protection provisions of the ICC order has been challenged. As a result, during 1964, the ICC was directed by the Supreme Court to clarify these provisions.

   As was noted in the 1963 notes to financial statements, it is not possible at this time to make a reasonable estimate of the future liability of the Company for dismissal or displacement payments.

7. The Company, together with other major railroads, has agreed to advance funds as might be required to meet principal and interest payments on equipment obligations of Trailer Train Company, but only in the unlikely event that charges for the use of the equipment, currently at an adequate rate, are insufficient to provide for such principal and interest payments.

   At December 31, 1964, the Company was contingently liable separately or jointly with others, on indebtedness of or assumed by affiliated companies in the approximate amount of $2,390,000. At December 31, 1963, this amount was approximately $1,880,000.

   The Company is a participant in a service interruption policy with The Imperial Insurance Company, Ltd., which requires payment of additional premiums as claims are filed, subject to a maximum premium of approximately $510,000.

8. Long-term debt of the Company at December 31, 1964, was as follows:

	Portion Due Within One Year	Portion Due After One Year	
		Equipment Obligations	Funded Debt
Bonds:			
First Mortgage Series A — 4% — due January 1, 1995	$ 59,267		$10,591,934
General Mortgage (Income) Series B — 4½% — due January 1, 2020	70,300		12,445,500
	129,567		
Equipment obligations — payable serially:			
Equipment trusts maturing to 1972	1,381,937	$ 5,402,154	
Conditional sale agreements maturing to 1979	1,459,696	13,929,567	
Note payable — maturing in 1971	124,620	723,160	
	$3,095,820	$20,054,881	$23,037,434

HASKINS & SELLS
CERTIFIED PUBLIC ACCOUNTANTS

TWO BROADWAY
NEW YORK 10004

To the Stockholders,

Central of Georgia Railway Company:

We have examined the balance sheet of CENTRAL OF GEORGIA RAILWAY COMPANY as of December 31, 1964, and the related statement of income and retained income for the year then ended. Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

The Company maintains its accounts in conformity with the Uniform System of Accounts for Railroad Companies prescribed by the Interstate Commerce Commission and the accompanying financial statements have been prepared in accordance therewith. The provisions of the Uniform System of Accounts vary from generally accepted accounting principles in that no accounting recognition is given to the possible effect on income taxes in future years of current benefits, referred to in Note 1 to the financial statements, resulting from the deductions (net) for amortization and depreciation of property for income tax purposes in excess of the deductions recorded in the accounts.

In our opinion, subject to the ultimate liability for dismissal or displacement payments referred to in Note 6 to the financial statements and except for the matter referred to in the preceding paragraph, the accompanying balance sheet and the statement of income and retained income present fairly the financial position of the Company at December 31, 1964, and the results of its operations for the year then ended, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

HASKINS & SELLS

March 19, 1965

Geographically Correct Map of the

SOUTHERN RAILWAY SYSTEM

1965

SOUTHERN RAILWAY COMPANY
CENTRAL OF GEORGIA RAILWAY CO. • THE CINCINNATI, NEW ORLEANS AND TEXAS PACIFIC RAILWAY CO.
THE ALABAMA GREAT SOUTHERN RAILROAD CO. • NEW ORLEANS AND NORTHEASTERN RAILROAD CO.
GEORGIA SOUTHERN AND FLORIDA RAILWAY CO. • CAROLINA AND NORTHWESTERN RAILWAY CO. • GEORGIA & FLORIDA RAILWAY CO.
(And Affiliated Companies)

SOUTHERN RAILWAY SYSTEM LINES exclusive of the separately-operated
CENTRAL OF GEORGIA and affiliates, and
GEORGIA & FLORIDA

SOUTHERN RAILWAY SERVES THE SOUTH
LOOK AHEAD-LOOK SOUTH

Southern Railway Company owns and leases to other companies the trackage between Orange, Va. and Gordonsville, Va., 9.04 miles and between Ware Shoals, S. C. and Shoals Junction, S. C., 5.17 miles. Central of Georgia Railway Company owns and leases to other companies the trackage between Lyons, Ga. and Meldrim, Ga., 57.48 miles.

Scale of Statute Miles
0 25 50 75 100

INDEX TO STATIONS ON THE SOUTHERN RAILWAY SYSTEM

The location of a station is near the intersection of lines drawn from the letter and figure in the map border corresponding with those in the index

Key to numeral in parenthesis preceding station name.
Where no numeral precedes station name, station is served by Southern only.

(1) Served by Central of Georgia
(2) Served by Southern and Central
(3) Served by Georgia & Florida
(4) Served by Southern and Georgia & Florida
(5) Served by Central and Georgia & Florida
(6) Served by Southern, Central, and Georgia & Florida

A

Adams Park, Ga. ... O15
Addie, N.C. ... K15
Adel, Ga. ... Q15
Aiken, S.C. ... M17
Airport, La. ... S 8
Akron, Ala. ... O10
Alabama City, Ala. ... M12
(2) Albany, Ga. ... P14
Albemarle, N.C. ... J18
Albers, Ill. ... F 8
Alberta, Ala. ... P11
Albion, Ill. ... F 9
Alcoa, Tenn. ... J14
Alexander, N.C. ... J15
(1) Alexander City, Ala. ... N12
Alexandria, Va. ... D20
Allendale, S.C. ... N17
Almond, N.C. ... K14
Alpha, Tenn. ... J14
Alpine, Ala. ... N12
Alspaugh, N.C. ... H18
Alston, S.C. ... L17
Altavista, Va. ... G18
Amelia, Va. ... F20
(1) Americus, Ga. ... P14
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(1) Andalusia, Ala. ... Q12
Anderson, S.C. ... L16
Andrews, N.C. ... K14
Anniston, Ala. ... N12
(1) Apalachee, Ga. ... M15
Appalachia, Va. ... H15
Appliance Park, Ky. ... F12
Arabi, Ga. ... P15
Aragon, Ga. ... M13
(1) Ardmore, Ga. ... N17
Arkwright, Ga. ... N15
Arlington, Ala. ... P11
(1) Arlington, Ga. ... P14
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Arrington, Va. ... F19
Asheburn, Ga. ... P15
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Asheville, N.C. ... J15
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(2) Atlanta, Ga. ... M14
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Austell, Ga. ... M13
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Bamberg, S.C. ... M18
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Barber, N.C. ... J17
Barboursville, Va. ... E19
Barnard, N.C. ... J15
(1) Barnesville, Ga. ... N14
Barnett, Miss. ... P 9
Barney, Ga. ... Q15
Barnwell, S.C. ... N17
Barry, Ala. ... Q10
Bartelso, Ill. ... F 8
Barton, Ala. ... L10
Batesburg, S.C. ... M17
Bath, S.C. ... M17
Baxley, Ga. ... P16
Baynham, S.C. ... M17
Bearden, Tenn. ... J14
Beck, Ind. ... F10
Belews Creek, N.C. ... H18
Belle Mina, Ala. ... L11
Belleville, Ill. ... F 7
Bellmont, Ill. ... F 9
Belmont, N.C. ... K17
Belton, S.C. ... L16
Berner, Ga. ... N14
Berry, Ala. ... N10
Bessemer, Ala. ... N11
Bessemer City, N.C. ... K17
Big Stone Gap, Va. ... H15
Biltmore, N.C. ... K15
Birdseye, Ind. ... F11
(2) Birmingham, Ala. ... N11
Black Mtn., N.C. ... J16
Blacksburg, S.C. ... K17
Blackstock, S.C. ... L17
Blackville, S.C. ... M17
Blair, S.C. ... L17
Blair, Tenn. ... J13
Blairs, Va. ... G18
(1) Blakely, Ga. ... Q14
(1) Bleecker, Ala. ... O13
Blocton, Ala. ... N11
Bluff City, Tenn. ... H16
Bluford, Ill. ... F 9
Blythewood, S.C. ... L17
Bogue Chitto, Ala. ... O11
Boligee, Ala. ... O10
Bon Air, Va. ... F20
Bonaire, Ga. ... O15
Bonlee, N.C. ... J19
Bookman, S.C. ... L17
Boonville, Ind. ... G10
(1) Bowdon Jct., Ga. ... N13
Bowersville, Ga. ... L15
Bowman, Ga. ... L15
Boyce, Tenn. ... K13
Braithwaite, La. ... S 8
Branchville, S.C. ... M18
Brandy Station, Va. ... E19
(1) Brantley, Ala. ... P12
(2) Bremen, Ga. ... M13
Brevard, N.C. ... K15
(1) Brewton, Ga. ... N16
Brice, Ga. ... M13
Bridgeport, Tenn. ... J15
Brierfield, Ala. ... O11
Bristol, Tenn. ... H16
Bristow, Va. ... D20
Broad Run, Va. ... D20
Broadway, Va. ... E18
Brompton, Ala. ... N12
Brookside, Ala. ... N11
Brown, Ala. ... O11
Browns, Ill. ... F 9
Brownsboro, Ala. ... L11
Brown Summit, N.C. ... H18
Brunswick, Ga. ... P17
Bryan, Ala. ... N11
Bryson, N.C. ... K14
Buechel, Ky. ... F12
(1) Buena Vista, Ga. ... O14
Buford, Ga. ... M14
Bullard, Ga. ... O15
Bullock, N.C. ... H19
Bulls Gap, Tenn. ... J15
Burgin, Ky. ... G13
Burkeville, Va. ... G19
Burlington, N.C. ... H18
Burnleys, Va. ... E19
Burnside, Ky. ... H13
Burnsville, Ala. ... O11
Burnsville, Miss. ... L 9
Butner, N.C. ... H19
Bynum, Ala. ... N12

C

Calera, Ala. ... N11
Calhoun, Tenn. ... K13
Calvert, Ala. ... Q10
Calverton, Va. ... D20
(1) Camak, Ga. ... M16
Camden, S.C. ... L18
Cameron, Va. ... D20
Camp Croft, S.C. ... K16
Camp Lejeune, N.C. ... K21
Campobello, S.C. ... K16
Connelton, Ind. ... G11
Canon, Ga. ... L15
Canton, N.C. ... K15
Carlisle, S.C. ... L17
Carrboro, N.C. ... H19
Carriere, Miss. ... R 9
(1) Carrollton, Ga. ... N13
Carson, Ala. ... Q10
Cary, N.C. ... H19
Caryville, Tenn. ... J13
Casanova, Va. ... D20
Catawba, N.C. ... J17
Catherine, Ala. ... P11
Catlett, Va. ... D20
Cave Spring, Ga. ... M13
Cayce, S.C. ... L17
Cedar Falls, N.C. ... J18
Cedar Springs, Ga. ... Q14
(1) Cedartown, Ga. ... M13
Celriver, S.C. ... K17
Center, Ga. ... M15
Central, S.C. ... L15
Centralia, Ill. ... F 8
Chalmette, La. ... S 8
Chamblee, Ga. ... M14
Chandler, Ind. ... G10
Chappell, S.C. ... L16
Charleston, S.C. ... N19
Charleston, Tenn. ... K13
Charleston Navy Yard, S.C. ... N19
Charlotte, N.C. ... K17
Charlottesville, Va. ... E19
Chase, Ala. ... L11
Chase City, Va. ... G19
Chatham, Va. ... G18
Chattahoochee, Ga. ... M14
(2) Chattanooga, Tenn. ... L13
Chauncey, Ga. ... O15
Cherokee, Ala. ... L10
Cherokee Falls, S.C. ... K17
Cherry Point, N.C. ... K21
Chester, S.C. ... K17
Chewalla, Tenn. ... L 9
(1) Chickamauga, Ga. ... L13
Chickasaw, Ala. ... R10
Chicopee, Ga. ... L14
(2) Childersburg, Ala. ... N12
China Grove, N.C. ... J17
Choccolocco, Ala. ... N12
Chrisney, Ind. ... G10
Chuckey, Tenn. ... J15
Chula, Ga. ... P15
Chula, Va. ... F20
Church Hill, Tenn. ... H15
Cincinnati, Ohio ... E13
Clairfield, Tenn. ... H14
Claremont, N.C. ... J17
Clarksville, Va. ... G19
(1) Clayton, Ala. ... P13
Clayton, N.C. ... J20
Clearwater, S.C. ... M17
Clemmons, N.C. ... J18
Clemson, S.C. ... L15
Cleveland, N.C. ... J17
Cleveland, Tenn. ... K13
Clifton, S.C. ... K16
Clifton, Va. ... D20
Cliftonville, Fla. ... R17
Climax, N.C. ... J18
Clinchcross, N.C. ... J16
Clinchfield, Ga. ... O15
Clinchport, Va. ... H15
Clinton, Tenn. ... J14
(1) Clio, Ala. ... P13
Clover, S.C. ... K17
Clover, Va. ... G19
Clyde, N.C. ... K15
Coalville, N.C. ... K14
Coapman, Ill. ... F 7
Cochran, Ga. ... O15
Cohutta, Ga. ... L13
Collbran, Ala. ... M12
Collegedale, Tenn. ... L13
Collierville, Tenn. ... L 8
Collinsville, Ala. ... M12
(1) Columbia, Ala. ... Q13
Columbia, S.C. ... L17
Columbiana, Ala. ... N11
(2) Columbus, Ga. ... O13
Columbus, Miss. ... N10
Commerce, Ga. ... M15
Concord, Ga. ... N14
Concord, N.C. ... J17
Concord, Tenn. ... J14
Conley, Ga. ... M14
Connelly Springs, N.C. ... J16
Conover, N.C. ... J17
Constitution, Ga. ... M14
Converse, S.C. ... K16
Cook's Springs, Ala. ... N12
Cooleemee, N.C. ... J17
Cooper, Ill. ... F 7
(2) Coosa Pines, Ala. ... N12
Coran, Tenn. ... J15
Cordele, Ga. ... P15
Cordova, Ala. ... N11
Corinth, Ky. ... F13
Corinth, Miss. ... L 9
Cork, Ga. ... N14
Cornelia, Ga. ... L14
Cornelius, N.C. ... J17
Cornwell, S.C. ... L17
Corona, Ala. ... N11
Corryton, Tenn. ... J14
Cortelyou, Ala. ... Q10
Corydon Jct., Ind. ... F11
Cottondale, Ala. ... N11
Courtenay, S.C. ... L15
Courtland, Ala. ... L11
Cove, N.C. ... J21
Covesville, Va. ... F19
Covin, Ala. ... N10
(1) Covington, Ga. ... M14
Cowpens, S.C. ... K16
Craggy, N.C. ... J15
Cramerton, N.C. ... K17
Crandall, Ind. ... F11
Crawford, Fla. ... Q17
Creola, Ala. ... R10
Crutchfield, N.C. ... H17
Cuba, Ala. ... O10
Culloden, Ga. ... N14
Culpeper, Va. ... E19
Cumberland Gap, Tenn. ... H14
Curl, Ala. ... O10
Curry, Ala. ... N12
(1) Cuthbert, Ga. ... P14
Cypress, Ala. ... O10

D

Dabney, N.C. ... H19
(1) Dadeville, Ala. ... O13
Daisy, Tenn. ... K13
Dakota, Ga. ... P15
Dale, Ind. ... G10
Dallas, Ga. ... M13
Dallas, N.C. ... K17
Dalton, Ga. ... L13
Dames Ferry, Ga. ... N15
Danlboone Yard, Va. ... H15
Danville, Ky. ... G13
Danville, Va. ... H18
Daphna, Va. ... E18
Davidson, N.C. ... J17
Dawkins, S.C. ... L17
(1) Dawson, Ga. ... P14
Dayton, Tenn. ... K13
De Armanville, Ala. ... N12
Decatur, Ala. ... L11
Decatur Jct., Ala. ... L11
Delaplane, Va. ... D19
Delmar, Ala. ... M10
Del Rio, Tenn. ... J15
Demopolis, Ala. ... O10
Denmark, S.C. ... M17
Derby, Miss. ... R 9
Dickenson, Ala. ... P10
Dillsboro, N.C. ... K15
Dix, Ill. ... F 8
Donalds, S.C. ... L16
Doraville, Ga. ... M14
Dorchester, S.C. ... N18
Dorset, Va. ... F20
Dossett, Tenn. ... J13
(1) Dothan, Ala. ... Q13
(3) Douglas, Ga. ... P16
Douglasville, Ga. ... M13
(1) Dover, Ga. ... O17
Dragon, Miss. ... Q 9
Drakes Branch, Va. ... G19
Draper, N.C. ... H18
Drexel, N.C. ... J16
Dry Fork, Va. ... G18
Dry Ridge, Ky. ... F13
(1) Dublin, Ga. ... O16
Dubois, Ind. ... F11
Duffield, Va. ... H15
Duluth, Ga. ... M14
Duncan, Ind. ... F11
Duncan, S.C. ... K16
(1) Durand, Ga. ... N13
Durham, N.C. ... H19

E

Easley, S.C. ... K15
Eastaboga, Ala. ... N12
Eastabuchie, Miss. ... Q 9
East Birmingham, Ala. ... N11
Eastman, Ga. ... O15
East Moultrie, Ga. ... Q15
(1) East Point, Ga. ... M14
East St. Louis, Ill. ... F 7
East Spartanburg, S.C. ... K16
(1) East Warrenton, Ga. ... N16
(1) Eatonton, Ga. ... N15
Eckerty, Ind. ... F11
Eddins, Ala. ... O10
(4) Edgefield, S.C. ... M16
Edinburg, Va. ... D19
Edwardsville, Ala. ... M13
Efland, N.C. ... H19
Elberta, Ga. ... O15
Elberton, Ga. ... M15
Eldorado, Ga. ... P15
Eleanor, Ala. ... P11
Elgin, S.C. ... K17
Elkin, N.C. ... H17
Elko, Ala. ... L11
Elko, Ga. ... O15
Ellenboro, N.C. ... K16
Ellerslie, Ga. ... O13
Ellisville, Miss. ... Q 9
Elon College, N.C. ... H18
Emco, Ala. ... L10
Emory Gap, Tenn. ... J13
Empire, Ga. ... O15
English, Ind. ... F11
Enka, N.C. ... K15
Ensley, Ala. ... N11
Enterprise, Miss. ... P 9
Epes, Ala. ... O10
Erlanger, Ky. ... E13
Ernest, Ga. ... Q16
Escambia, Ga. ... P17
Eskay, Ga. ... Q16
Eubank, Ky. ... H13
(1) Eufaula, Ala. ... P13
Eutaw, Ala. ... O10
Evans City, Ala. ... L10
Evansville, Ala. ... O10
Evansville, Ind. ... G10
Everett, Ga. ... P17
Evington, Va. ... G18

F

Faber, Va. ... F19
Fackler, Ala. ... L12
Fagan, N.C. ... J19
(2) Fairbanks, Ga. ... M13
Fairfax, Va. ... D20
Fairfield, Ala. ... N11
Fairfield, Ill. ... F 9
Fair Forest, S.C. ... K16
Fairwold, S.C. ... L17
Fargo, Ga. ... Q16
Faunsdale, Ala. ... O11
Fayette, Ala. ... N10
Ferguson, Ky. ... H13
Fern Bank, Ala. ... N10
Fieldale, Va. ... H18
Fishers Hill, Va. ... D19
Fisherville, Ky. ... F12
Flat Rock, N.C. ... K16
Fletcher, N.C. ... K15
Florahome, Fla. ... R17
Florence, Ala. ... L10
Flovilla, Ga. ... N14
Flowery Branch, Ga. ... M14
Foley Jct., Fla. ... R15
Fonde, Ky. ... H14
Forest City, N.C. ... K16
Forrestville, Ga. ... M13
(1) Forsyth, Ga. ... N14
(1) Fort Gaines, Ga. ... P14
(1) Fort Jackson, S.C. ... L17
Fort McClellan, Ala. ... M12
Fort Mill, S.C. ... K17
Fort Mitchell, Va. ... G19
Fort Motte, S.C. ... M18
Fort Payne, Ala. ... L12
(2) Fort Valley, Ga. ... O14
Foxville, S.C. ... L18
Francisco, Ind. ... F10
Franklinville, N.C. ... J18
French Lick, Ind. ... F11
Friendship, N.C. ... H18
Frisco, Tenn. ... H15
Front Royal, Va. ... D19
Front Royal Jct., Va. ... D19
Fruithurst, Ala. ... M13
Fulton, Ala. ... P10
Furman, S.C. ... N17

G

Gadsden, Ala. ... M12
Gadsden, S.C. ... M18
Gaffney, S.C. ... K16
Gaillard, Ga. ... O14
Gainesville, Ga. ... L14
Gainesville, Miss. ... R 9
Gainesville, Va. ... D20
Gallion, Ala. ... O11
(1) Gantt, Ala. ... Q12
Gantt, S.C. ... L16
Gardi, Ga. ... P17
Garner, N.C. ... J19
Gastonburg, Ala. ... P11
Gastonia, N.C. ... K17
Gate City, Va. ... H15
Genoa, Fla. ... R16
Georgetown, Ky. ... F13
Germantown, Ill. ... F 8
Germantown, Tenn. ... L 8
Giant, S.C. ... M18
Gibsonville, N.C. ... H18
Gilbert, S.C. ... M17
(1) Girard, Ala. ... O13
Glen Alpine, N.C. ... J16
Glenn, N.C. ... H19
Glens, Miss. ... L 9
Glenwood, N.C. ... J16
Glynco, Ga. ... P17
Golden Gate, Ill. ... F 9
Goldsboro, N.C. ... J20
Goldston, N.C. ... J19
(1) Goodwater, Ala. ... N12
(1) Gordon, Ga. ... N15
(1) Goshen, Ala. ... P12
Graham, Ga. ... P16
Graham, N.C. ... H19
Gramling, S.C. ... K16
Grandin, Fla. ... R17
Grand Junction, Tenn. ... L 8
Granite Falls, N.C. ... J16
Granite Quarry, N.C. ... J18
Graniteville, S.C. ... M17
Graysville, Tenn. ... K13
Green Bay, Va. ... G19
Greendale, Ky. ... F13
Greeneville, Tenn. ... J15
Greensboro, Ala. ... O10
Greensboro, N.C. ... H18
Greenville, Fla. ... R15
Greenville, S.C. ... K16
(4) Greenwood, S.C. ... L16
Greer, S.C. ... K16
Gretna, Va. ... G18
(2) Griffin, Ga. ... N14
Griffith, N.C. ... K17
Grover, N.C. ... K17
Guilford College, N.C. ... H18
Gulf, N.C. ... J19
Gurley, Ala. ... L12
Gurnee Jct., Ala. ... N11
Guthrie, N.C. ... H18

H

Hagood, S.C. ... L18
Hahira, Ga. ... Q15
Hahn, N.C. ... K17
Haleyville, Ala. ... M10
Halls Ferry Jct., N.C. ... J18
Hamburg, Ala. ... O11
Hamburg, S.C. ... M17
Hampton, Fla. ... R17
Hardeeville, S.C. ... O18
Harriman, Tenn. ... J13
Harriman Jct., Tenn. ... J13
Harrisonburg, Va. ... E18
Harrodsburg, Ky. ... G13
Hattiesburg, Miss. ... Q 9
Havelock, N.C. ... K21
Hawkinsville, Ga. ... O15
Haw River, N.C. ... H19
Haylow, Ga. ... Q16
Haymarket, Va. ... D20
Hayne, S.C. ... K16
Hazelwood, N.C. ... K15
(4) Hazlehurst, Ga. ... P16
Heath Springs, S.C. ... K18
Hebron, N.C. ... K17
Heflin, Ala. ... M13
Heidelberg, Miss. ... P 9
Heiskell, Tenn. ... J14
Helena, Ga. ... O16
Helena, S.C. ... L17
Helenwood, Tenn. ... J13
Henderson, N.C. ... H19
Hendersonville, N.C. ... K16
Hickory, N.C. ... J17
Hickory Grove, S.C. ... K17
High Level, Ala. ... N11
High Point, N.C. ... J18
High Shoals, N.C. ... K17
Hildebran, N.C. ... J16
Hill City, Ga. ... L13
Hillsboro, Ala. ... L11
Hillsboro, N.C. ... H19
Hillsdale, Miss. ... R 9
(1) Hilton, Ga. ... Q13
Hiram, Ga. ... M13
Hodges, S.C. ... L16
Hoffman, Ill. ... F 8
Hollywood, Ala. ... L12
Holston, Tenn. ... H15
Hominy, N.C. ... K15
Honea Path, S.C. ... L16
Horning, Ala. ... Q10
Hot Springs, N.C. ... J15
Howell, Ga. ... Q16
Huber, Ga. ... O15
Hudson, N.C. ... J16
Hull, Ala. ... O10
Huntersville, N.C. ... J17
Huntingburg, Ind. ... F10
Huntsville, Ala. ... L11
Hurt, Va. ... G18
(1) Hurtsboro, Ala. ... O13

I

Imboden, Va. ... H15
Inman, S.C. ... K16
(1) Inverness, Ala. ... P13
Isbell, Ala. ... M10
Iuka, Miss. ... L10

J

Jackson, Ala. ... Q10
Jackson, Ga. ... N14
Jacksonville, Ala. ... M12
Jacksonville, Fla. ... R17
Jamestown, N.C. ... H18
Jasper, Ala. ... M11
Jasper, Fla. ... Q16
Jasper, Ind. ... F10
Jedburg, S.C. ... N18
Jefferson City, Tenn. ... J14
Jeffersontown, Ky. ... F12
Jeffress, Va. ... G19
Jellico, Tenn. ... H13
Jennings, Fla. ... Q16
Jesup, Ga. ... P17
Jetersville, Va. ... F20
John Sevier, Tenn. ... J14
Johnson City, Tenn. ... H15
Johnston, S.C. ... M17
Jones, Ala. ... O11
(1) Jonesboro, Ga. ... N14
Jonesboro, Tenn. ... J15
Jonesville, S.C. ... K16
Julian, N.C. ... J18
Juliette, Ga. ... N14
(1) Junction City, Ga. ... O14
Junction City, Ky. ... G13

K

Kannapolis, N.C. ... J17
Kathleen, Ga. ... O15
Keener, Ala. ... M12
Kennedy, Ala. ... N10
Kernersville, N.C. ... H18
Kershaw, S.C. ... L18
Kewanee, Miss. ... O10
(3) Keysville, Ga. ... N16
Keysville, Va. ... G19
Killian, S.C. ... L17
Kimbrough, Ala. ... P11
King, N.C. ... H17
Kings Creek, S.C. ... K17
Kings Mountain, Ky. ... G13
Kings Mountain, N.C. ... K17
Kingsport, Tenn. ... H15
Kingville, S.C. ... M18
Kinsler, S.C. ... M17
Kinston, N.C. ... J21
Kline, S.C. ... N17
Knoxville, Tenn. ... J14
(2) Krannert, Ga. ... M13

L

La Grange, N.C. ... J20
La Grange, Tenn. ... L 8
Lacymark, Fla. ... R16
(1) Lafayette, Ala. ... O13
(1) La Fayette, Ga. ... L13
Lake Butler, Fla. ... R17
Lake City, Fla. ... R16
Lake City, Tenn. ... J14
Lake Junaluska, N.C. ... K15
Lake Park, Ga. ... Q16
Lamison, Ala. ... P11
Lancaster, S.C. ... K17
Lancing, Tenn. ... J13
Landis, N.C. ... J17
Landrum, S.C. ... K16
Langley, S.C. ... M17
Larkinsville, Ala. ... L12
Lattimore, N.C. ... K16
Laurel, Miss. ... Q 9
Lavonia, Ga. ... L15
Lawrenceburg, Ky. ... G13
Leadvale, Tenn. ... J15
Leaksville, N.C. ... H18
Leaksville Jct., Va. ... H18
(1) Leary, Ga. ... P14
(2) Leeds, Ala. ... N12
Lee Pope, Ga. ... O14
Leespeer, Ala. ... N11
Leesville, S.C. ... M17
Leighton, Ala. ... L10
Lemoyne, Ala. ... R10
Lena, S.C. ... N17
Lenoir, N.C. ... J16
Lenoir City, Tenn. ... J14
Lenox, Ga. ... P15
Lester Manor, Va. ... F21
Lexington, Ky. ... F13
Lexington, N.C. ... J18
Lexington, S.C. ... L17
Liberty, N.C. ... J18
Liberty, S.C. ... L15
Lillita, Ala. ... O10
Limestone, Tenn. ... H15
Lim Rock, Ala. ... L12
Lincoln, Ala. ... N12
Lincoln City, Ind. ... G10
Lincolnton, N.C. ... J17
(2) Lindale, Ga. ... M13
Linden, Va. ... D19
Linville, Va. ... E18
Linwood, N.C. ... J18
Listerhill, Ala. ... L10
Listerhill Jct., Ala. ... L10
Lithia Springs, Ga. ... M13
Littleton, Ala. ... N11
Littleville, Ala. ... M10
Live Oak, Fla. ... R16
Livingston, Ala. ... O10
Lockhart, S.C. ... K17
Lockhart Jct., S.C. ... K16
Locust Grove, Ga. ... N14
Lone Mountain, Tenn. ... J14
Loudon, Tenn. ... K13
(1) Louisville, Ala. ... P13
Louisville, Ky. ... F12
Lovett, Fla. ... Q15
Lovick, Ala. ... N11
Lowell, N.C. ... K17
Lowland, Tenn. ... H15
Lowrys, S.C. ... K17
Ludlow, Ky. ... E13
Luella, Ga. ... N14
Lula, Ga. ... L14
Lulu, Fla. ... R16
Lumber City, Ga. ... P16
Lumberton, Miss. ... Q 9
Luttrell, Tenn. ... J14
(1) Lyerly, Ga. ... L13
Lyle, Ind. ... F10
Lyman, S.C. ... K16
Lynchburg, Va. ... F18
Lynn, Ala. ... M10

M

Mc Calla, Ala. ... N11
Mc Cloud, Tenn. ... H15
Mc Donough, Ga. ... N14
Mc Intosh, Ala. ... Q10
(1) Mc Intyre, Ga. ... N15
Mc Kinney, Ky. ... G13
Mc Millan, Tenn. ... J14
Mc Neil, Miss. ... R 9
Mc Rae, Ga. ... O16
Mableton, Ga. ... M14
(1) Machen, Ga. ... N15
(2) Macon, Ga. ... N15
Madison, Ala. ... L11
(1) Madison, Ga. ... M15
Madison, S.C. ... L15
Maiden, N.C. ... J17
Majolica, N.C. ... J17
Manassas, Va. ... D20
Maplesville, Ala. ... O11
Marble, N.C. ... K14
Marengo, Ind. ... F11
Margerum, Ala. ... L10
Marietta, Ala. ... N11
Marion, Ala. ... O11
Marion, N.C. ... J16
Marion Jct., Ala. ... O11
Markham, Va. ... D19
Marlow, Ill. ... F 9
Marshall, N.C. ... J15
Marshall, Va. ... D20
Martin, Ga. ... L15
Martinsville, Va. ... H18
Maryville, Tenn. ... J14
Mascot, Tenn. ... J14
Mason, Ky. ... F13
Massillon, Ala. ... O11
Maurertown, Va. ... D19
Mayday, Ga. ... Q16
Maylene, Ala. ... N11
Mayo, Fla. ... R16
Mayo Jct., Fla. ... R16
Maysville, Ga. ... L15
(2) Mead, Ga. ... O15
Meansville, Ga. ... N14
Mebane, N.C. ... H19
Meherrin, Va. ... G19
Melrose, Ga. ... Q16
Memphis, Tenn. ... L 8
Mendota, Va. ... H15
Meridian, Miss. ... P 9
(1) Metter, Ga. ... O16
Middlesboro, Ky. ... H14
Middleton, Tenn. ... L 9
Midland, Va. ... E20
Midlothian, Va. ... F20
(5) Midville, Ga. ... N16
Midway, Tenn. ... J15
Millboro, N.C. ... J18
(1) Milledgeville, Ga. ... N15
Milledgeville, S.C. ... M17
(1) Millen, Ga. ... N17
Millport, Ala. ... N10
Milltown, Ind. ... F11
Mitchell, Va. ... E19
Mobile, Ala. ... R10
Moccasin Gap, Va. ... H15
Mocksville, N.C. ... J17
Mohawk, Tenn. ... J15
Molena, Ga. ... N14
Monetta, S.C. ... M17
Monroe, Va. ... F18
Montevallo, Ala. ... N11
(1) Montezuma, Ga. ... O14
(1) Montgomery, Ala. ... O12
(1) Monticello, Ga. ... N15
Montpelier, Va. ... E19
Mooresville, N.C. ... J17
Morehead City, N.C. ... K22
Moreland, Ky. ... G13
Morganton, N.C. ... J16
Morganville, Ga. ... L12
Morristown, Tenn. ... J14
Morven, Ga. ... Q15
Moscow, Tenn. ... L 8
Moseley, Va. ... F20
Moselle, Miss. ... Q 9
Motley, Va. ... G18
(3) Moultrie, Ga. ... Q15
Moundville, Ala. ... O10
Mount Airy, N.C. ... H17
Mount Carmel, Ill. ... F10
Mount Jackson, Va. ... E19
Mount Pleasant, Ga. ... P17
Mount Ulla, N.C. ... J17
Mount Vernon, Ala. ... Q10
Mount Vernon, Ill. ... G 8
Munford, Ala. ... N12
Murphy, N.C. ... K14
Muscadine, Ala. ... M13
Musella, Ga. ... N14

N

Nantahala, N.C. ... K14
(3) Nashville, Ga. ... P15
Natural Bridge, Ala. ... M10
Nauvoo, Ala. ... M10
Neal, Ga. ... N14
New Albany, Ind. ... F12
New Baden, Ill. ... F 8
Newbern, Ala. ... O11
New Bern, N.C. ... J21
Newberry, S.C. ... L17
Newcomb, Tenn. ... H13
New Holland, Ga. ... L14
New Line, Tenn. ... J14
New Market, Tenn. ... J14
New Market, Va. ... E19
New Orleans, La. ... S 8
New Port, S.C. ... K17
Newport, N.C. ... K21
Newport, Tenn. ... J15
New River, Fla. ... R17
New River, Tenn. ... J13
Newco, Fla. ... R16
(1) Newnan, Ga. ... N13
Newton, N.C. ... J17
Nicholasville, Ky. ... G13
Nicholson, Ga. ... M15
Nicholson, Miss. ... R 8
Nickajack, Ga. ... M14
Ninety Six, S.C. ... L16
Niota, Tenn. ... K13
Nokesville, Va. ... D20
Norala, Ala. ... L10
Norcross, Ga. ... M14
Norfolk, Va. ... G21
Norris, S.C. ... L15
North Aiken, S.C. ... M17
(2) North Birmingham, Ala. ... N11
North Charleston, S.C. ... N19
North Chattanooga, Tenn. ... K12
North Garden, Va. ... F19
North Lumberton, Miss. ... Q 9
North Shore, La. ... S 8
North Wilkesboro, N.C. ... H17
Norton, Va. ... H15

O

Oakdale, Tenn. ... J13
Oakland City, Ind. ... F10
Oakman, Ala. ... N11
Oakwood, Ga. ... M14
(1) Oconee, Ga. ... N16
Odum, Ga. ... P17
(1) Oglethorpe, Ga. ... O14
Okahola, Miss. ... Q 9
Old Fort, N.C. ... J16
(1) Oliver, Ga. ... N17
Oliver Springs, Tenn. ... J13
Oneida, Tenn. ... J13
Ontario, Va. ... G19
Ooltewah, Tenn. ... K13
(1) Opelika, Ala. ... O13
Orange, Va. ... E19
Orangeburg, S.C. ... M18
Otes, Tenn. ... J15
Oxford, Ala. ... N12
Oxford, N.C. ... H19
(1) Ozark, Ala. ... Q13

P

Pace, Va. ... G19
Pachuta, Miss. ... P 9
Pacolet, S.C. ... K16
Paint Rock, Ala. ... L12
Paint Rock, N.C. ... J15
Palatka, Fla. ... R17
Paradise Valley, Ga. ... M15
Pardee, Va. ... H15
Paris, S.C. ... K16
Parker, Ala. ... O10
Parrish, Ala. ... N11
Pearl River, La. ... R 8
Pelion, S.C. ... M17
Pell City, Ala. ... N12
Pelzer, S.C. ... L16
Pendleton, S.C. ... L15
Pennington, N.C. ... H18
Perry, Fla. ... R15
(1) Perry, Ga. ... O15
Perry, S.C. ... M17
Petal, Miss. ... Q 9
Petros, Tenn. ... J13
(1) Phenix City, Ala. ... O13
Philadelphia, Tenn. ... K13
Phil Campbell, Ala. ... M10
Phillip, Va. ... H15
Phoenixville, Ala. ... N11
Picayune, Miss. ... R 8
Piedmont, Ala. ... M12
Piedmont, S.C. ... L16
Pilot Mtn., N.C. ... H17
Pine Hill, Ala. ... P11
Pinehurst, Ga. ... P15
Pine Knot, Ky. ... H13
Pineland, S.C. ... N17
Pine Level, N.C. ... J20
Pineville, N.C. ... K17
Pinnacle, N.C. ... H17
Pinners Point, Va. ... G21
Pioneer, Tenn. ... J13
Pisgah Forest, N.C. ... K15
Plainville, Ga. ... L13
Plantersville, Ala. ... O11
Pleasant Garden, N.C. ... H18
Pocahontas, Tenn. ... L 9
Pockett, Va. ... H15
Pomaria, S.C. ... L17
Pontiac, Miss. ... Q 9
Poplarville, Miss. ... R 9
(1) Porterdale, Ga. ... M14
Porterville, Ala. ... M12
Port Nickel, La. ... S 8
(1) Port Wentworth, Ga. ... O18
Portsmouth, Va. ... G21
Posey, Ill. ... F 8
Potomac Yard, Va. ... D20
Powder Springs, Ga. ... M13
Powder Springs, Tenn. ... J14
Powell, Tenn. ... J14
Poydras Jct., La. ... S 8
Pregnall, S.C. ... M18
Prentiss, Ga. ... P16
Prestwick, Ala. ... Q10
Pride, Ala. ... L10
Princeton, Ind. ... F10
Princeton, N.C. ... J20
Prospect, Ala. ... M10
Prosperity, S.C. ... L17
Pruden No. 1, Tenn. ... H14
Purcell, Va. ... H15
Purvis, Miss. ... Q 9
Putnam Hall, Fla. ... R17

Q

Quarry, N.C. ... H17
Quicksburg, Va. ... E19
Quinton, Va. ... F20
Quitman, Ga. ... Q15

R

Raleigh, Ga. ... N14
Raleigh, N.C. ... J19
Ramseur, N.C. ... J18
Ramsey, Ind. ... F11
Randleman, N.C. ... J18
Randolph, Ala. ... O11
Randolph, Va. ... G19
Raoul, Ga. ... L14
Rapidan, Va. ... E19
Rathburn, Tenn. ... K13
(1) Raymond, Ga. ... N14
Rectortown, Va. ... D19
Red Hill, Va. ... F19
Redstone Arsenal, Ala. ... L11
Reevesville, S.C. ... M18
(1) Register, Ga. ... O17
Reidsville, N.C. ... H18
Remington, Va. ... E19
Rex, Ga. ... N14
Riceville, Tenn. ... K13
Richburg, Miss. ... Q 9
Richfield, N.C. ... J18
Richmond, Va. ... F20
Richtex, S.C. ... L17
Richwood, Ga. ... O15
Ridgecrest, N.C. ... J16
Ridge Spr., S.C. ... M17
Ridgeville, S.C. ... N18
Ridgeway, S.C. ... L17
Ringgold, Va. ... H19
Rising Fawn, Ga. ... L12
Riverside, Ala. ... M12
Riverton, Va. ... D19
Riverton Jct., Va. ... D19
(1) Roanoke, Ala. ... N13
Roaring River, N.C. ... H17
Robbins, Tenn. ... J13
Roberta, Ala. ... N11
Roberta, Ga. ... O14
Rockfish, Va. ... F19
Rockford, Tenn. ... J14
Rock Hill, S.C. ... K17
Rockmart, Ga. ... M13
Rockport, Ind. ... G10
Rockport Jct., Ind. ... G10
Rock Run, Ala. ... M13
Rockton, S.C. ... L17
Rockwell, N.C. ... J18
Rockwood, Ala. ... M10
Rockwood, Tenn. ... J13
(1) Rocky Ford, Ga. ... N17
Rogers Gap, Ky. ... F13
Rogerslacy, Miss. ... P 9
Rogers Spring, Tenn. ... L 9
Rogersville, Tenn. ... H15
(2) Rome, Ga. ... M13
Ronda, N.C. ... H17
Roseland, Ga. ... M14
Rosemary, Ala. ... O11
Rosman, N.C. ... K15
Rosser, Ga. ... P16
(1) Rossville, Ga. ... L13
Rossville, Tenn. ... L 8
Rover, Ga. ... N14
Rowesville, S.C. ... M18
Royal Blue, Tenn. ... H14
(1) Royal City, Ala. ... O13
Royston, Ga. ... L15
Ruffin, N.C. ... H18
Rural, Ala. ... P10
Rural Hall, N.C. ... H18
Rush, Ga. ... O16
Russell, Miss. ... P 9
Russellville, Ala. ... M10
Rutherfordton, N.C. ... K16
Ryan, Ala. ... N11

S

Sadieville, Ky. ... F13
Safford, Ala. ... P11
St. Anthony, Ind. ... F11
St. Charles, Va. ... H15
St. George, Ga. ... Q17
St. George, S.C. ... M18
St. Louis, Mo. ... F 7
St. Matthews, S.C. ... M18
Salisbury, N.C. ... J17
Salley, S.C. ... M17
Saluda, N.C. ... K16
Sampson City, Fla. ... R17
Sandersville, Miss. ... P 9
Sanford, N.C. ... J19
Santuc, S.C. ... L17
Saragossa, Ala. ... M11
(1) Sargent, Ga. ... N13
Sargon, Ala. ... N11
Satsuma, Ala. ... R10
Saulsbury, Tenn. ... L 9
(2) Savannah, Ga. ... O18
Savoy, Miss. ... P 9
Sawyerville, Ala. ... O10
Saxe, Va. ... G19
Science Hill, Ky. ... H13
Scotland, Ga. ... O16
Scottsboro, Ala. ... L12
Scottsburg, Va. ... G19
Scott Station, Ala. ... O11
Segco, Ala. ... N11
Selma, Ala. ... O11
Selma, N.C. ... J20
Seneca, S.C. ... L15
Seney, Ga. ... M13
Shannon, Ga. ... L13
Sharon, S.C. ... K17
Sheffield, Ala. ... L10
Shelby, N.C. ... K16
Shelbyville, Ky. ... F12
Shelton, S.C. ... L17
Sherman, Ky. ... E13
Shiloh, Ga. ... O14
Shiloh, Ill. ... F 8
Shipman, Va. ... F19
Shoals Jct., S.C. ... L16
Shows Field, Miss. ... Q 9
Sibert, Ala. ... M12
Siler City, N.C. ... J19
Siloam, N.C. ... H17
Simpson, S.C. ... L17
Simpson Yard, Fla. ... Q17
Sims, Ill. ... F 9
Singleton, S.C. ... M18
Skipwith, Va. ... G19
Skyland, N.C. ... K15
Slidell, La. ... R 8
(1) Smithville, Ga. ... P14
Smyrna, S.C. ... K17
Smyth, N.C. ... K15
Somerset, Ky. ... H13
Somerset, Va. ... E19
South Boston, Va. ... G19
South Point, La. ... S 8
(4) Sparks, Ga. ... Q15
Spark's Gap, Ala. ... N11
Spartanburg, S.C. ... K16
Speers Ferry, Va. ... H15
Spencer, N.C. ... J18
Spindale, N.C. ... K16
Spocari, Ala. ... O10
Spray, N.C. ... H18
Spring City, Tenn. ... K13
Springdale, Fla. ... R15
(1) Springfield, Ga. ... O17
Springfield, S.C. ... M17
Spring Valley, Ala. ... L10
Springville, Ala. ... M12
Spruce Pine, Ala. ... M10
Staley, N.C. ... J18
(1) Stapleton, Ga. ... N16
State Farm, S.C. ... L18
(1) Statesboro, Ga. ... O17
Statesville, N.C. ... J17
Stearns, Ky. ... H13
Steele, Ala. ... M12
Steens, Miss. ... N10
Stevenson, Ala. ... L12
Stewart, Ala. ... O10
Stockbridge, Ga. ... N14
Stokesdale, N.C. ... H18
Stonega, Va. ... H15
Stovall, N.C. ... H19
Strasburg, Va. ... D19
Strasburg Jct., Va. ... D19
Strawberry Plains, Tenn. ... J14
Strother, S.C. ... L17
Suffolk, Va. ... G21
Sugar Valley, Ga. ... L13
Suggsville, Ala. ... Q10
Summerfield, N.C. ... H18
(1) Summerville, Ga. ... L13
Summerville, S.C. ... N18
Sunbright, Tenn. ... J13
Sunbright, Va. ... H15
Sunny South, Ala. ... P11
Surgoinsville, Tenn. ... H15
Surrency, Ga. ... P16
Sutherlin, Va. ... G19
Suwanee, Ga. ... M14
(3) Swainsboro, Ga. ... N16
Swannanoa, N.C. ... J16
Sweet Briar, Va. ... F18
Sweetwater, Tenn. ... K13
Sycamore, Ga. ... P15
Sycamore, Va. ... G18
(1) Sylacauga, Ala. ... N12
Sylva, N.C. ... K15
(1) Sylvania, Ga. ... N17

T

Talladega, Ala. ... N12
Tallapoosa, Ga. ... M13
Talmage, Ky. ... G13
Tolowah, Miss. ... Q 9
Tasso, Tenn. ... K13
Tawanta, Miss. ... Q 9
Tayloe, Ala. ... O11
Taylors, S.C. ... K16
Tazewell, Tenn. ... H14
Telford, Tenn. ... J15
Tell City, Ind. ... G11
Temple, Ga. ... M13
Ten Mile, S.C. ... N19
(1) Tennille, Ga. ... N16
Tennyson, Ind. ... G10
The Plains, Va. ... D20
Thelma, Ga. ... Q16
Theressa, Fla. ... R17
Thomas, Ala. ... N11
(1) Thomaston, Ga. ... N14
Thomasville, Ala. ... P10
Thomasville, N.C. ... J18
Tifton, Ga. ... P15
Tillman, S.C. ... N17
Timberville, Va. ... E19
Tiprell, Tenn. ... H14
Toca, La. ... S 8
Toccoa, Ga. ... L15
Toinette, Ala. ... Q10
Toms Brook, Va. ... D19
(1) Toomsboro, Ga. ... N15
Toomsuba, Miss. ... P10
(1) Topeka Jct., Ga. ... N14
Topton, N.C. ... K14
(5) Torbit, Ga. ... N16
Town Creek, Ala. ... L11
Towns, Ga. ... O16
Trenton, Ga. ... L12
Trenton, S.C. ... M17
Trinity, Ala. ... L11
(1) Trion, Ga. ... L13
Troutman, N.C. ... J17
(1) Troy, Ala. ... P12
Trussville, Ala. ... N12
Tryon, N.C. ... K16
Tugalo, Ga. ... L15
Tunstall, Va. ... F21
Tuscaloosa, Ala. ... N11
Tuscumbia, Ala. ... L10
Tuxedo, N.C. ... K16
Tye River, Va. ... F19
Tyler, Miss. ... R 9
Tyner, Tenn. ... L13
Tyrone, Ky. ... F13

U

Unadilla, Ga. ... O15
Union, S.C. ... K17
Union Mills, N.C. ... K16
(1) Union Springs, Ala. ... P13
Uniontown, Ala. ... O11

V

Valdese, N.C. ... J16
(4) Valdosta, Ga. ... Q15
Valentine, S.C. ... N17
Valley Head, Ala. ... L12
Varnell, Ga. ... L13
Versailles, Ky. ... F13
Vertagreen, Ala. ... L10
(3) Vidalia, Ga. ... O16
Vienna, Ga. ... O15
Villa Rica, Ga. ... M13
Virso, Va. ... G19
Vossburg, Miss. ... P 9

W

(1) Wadley, Ga. ... N16
Wagar, Ala. ... Q10
Walhalla, S.C. ... L15
Walker Springs, Ala. ... Q10
Walnut Cove, N.C. ... H18
Walnut Hill, Ill. ... F 8
Walton, Ky. ... E13
Ward, S.C. ... M17
Waring, Ga. ... L13
Warm Springs, Ga. ... N14
Warner Robins, Ga. ... O15
Warrenton, Va. ... D19
Warrenville, S.C. ... M17
Warrick, Ind. ... G10
Washington, D.C. ... D20
Wateree, S.C. ... M18
(1) Watkinsville, Ga. ... M15
Wauhatchie, Tenn. ... L12
Wautubbee, Miss. ... P10
Waverly Hall, Ga. ... O14
Wayne City, Ill. ... F 9
(5) Waynesboro, Ga. ... N16
Waynesville, N.C. ... K15
Weaver, Ala. ... M12
Weems, Ala. ... N11
Wellford, S.C. ... K16
Wenasoga, Miss. ... L 9
Wenona, Ga. ... P15
West Baden, Ind. ... F11
Westlake, Ga. ... O15
Westminster, S.C. ... L15
West Norfolk, Va. ... G21
West Point, Va. ... F21
Westville, S.C. ... L18
Whatley, Ala. ... P10
Wheeler, Ala. ... L11
White, Tenn. ... L 8
White Pine, Tenn. ... J14
White Springs, Fla. ... R16
Whitney, Ala. ... M12
Whittier, N.C. ... K15
(3) Willacoochee, Ga. ... P16
Williamson, Ga. ... N14
Williamston, S.C. ... L16
Williamstown, Ky. ... F13
Williston, S.C. ... M17
Wilmore, Ky. ... G13
Wilsonville, Ala. ... N12
Wilton, Ala. ... N11
Windsor, S.C. ... M17
Winnsboro, S.C. ... L17
Winslow, Ind. ... F10
Winston, Ga. ... M13
Winston-Salem, N.C. ... H18
Woodbury, Ga. ... N14
Woodleaf, N.C. ... J17
Woodstock, Ala. ... N11
Woodstock, Va. ... D19
Woodville, Ala. ... L12
Woodward, Ala. ... N11
Woodward, S.C. ... L17
(1) Wrens, Ga. ... N16
(1) Wrightsville, Ga. ... N16

Y

Yadkin, N.C. ... J18
Yatesville, Ga. ... N14
Yellowleaf, Ala. ... N12
York, Ala. ... O10
York, S.C. ... K17

Z

Zebulon, Ga. ... N14